

GREAT NORTHERN RAILWAY

CASCADE DIVISION



TIME TABLE No. 96.

96

TO TAKE EFFECT AT TWELVE O'CLOCK (12:00) O'CLOCK
PACIFIC TIME

SUNDAY, MAY 18.

Table No. 95 and all

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. M. DOYLE, Superintendent.

W. C. WATROUS, General Supt. of Transportation.

J. H. O'NEILL, General Superintendent.

F. J. GAVIN, Asst. General Superintendent.

C. O. JENKS, Asst. General Manager.

71P into Vary BC 1-14 Feb 1906

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks	Distance from Leavenworth	Time Table No. 96 In Effect May 12, 1918	Stations	Telegraph Code	FIRST CLASS				
731	715		411	401	727						25	285	1	27	297
N. P. 235 Freight Daily Ex. Sunday	Mdn. Freight Daily Ex. Sunday		Fast Freight Daily	Fast Freight Daily	N. P. 675 Freight Daily Ex. Sunday	Passing Trains					Passenger	Passenger	Passenger	Fast Mail	N. P. 441 Passenger
			Le	Lv		Other Trains					Le	Lv	Lv	Lv	Daily
			2:20 ⁰⁰	1:50 ⁰⁰		80	492	0.0	.....LEAVENWORTH.....	CH	Le 2:20 ⁰⁰		Lv 2:05 ⁰⁰	Lv 11:55 ⁰⁰	
			2:40	2:10		85		3.2	.....TUMWATER.....	A	2:29		2:14	12:04 ⁰⁰	
			3:02	2:38		75		6.3	.....DRURY.....	DY	401 2:38		2:23	12:12	
			3:30	3:00		e78 w77	22	10.5	.....CHIWAUKUM.....	CY	f 2:48		f 2:36	12:22	
			4:00	3:20		74	10	12.0	.....WINTON.....	WI	3:00		f 2:43	12:29	
			4:37	3:48		71	4	17.8	.....NASON CREEK.....	NC	3:09		f 2:55	12:38	
			5:25	4:05		e72 w73	8	20.5	.....MERRITT.....	CK	* 3:15		* 3:01	12:44	
			6:00	4:40		78		24.9	.....GAYNOR.....	GR	3:30		3:18	1:00	
			6:30	5:20		e75 w77	8	28.0	.....BERNE.....	BR	3:44		3:30	1:13	
			7:10	6:15		178	87	32.8	.....CASCADE TUNNEL.....	CN	* 4:02		* 3:50	* 1:31	
			7:30	6:40		85	263	35.9	.....TYE.....	WN	* 4:15		* 4:05	* 1:44	
			7:50	7:10		70	8	39.5	.....EMBRO.....	NY	4:25		f 4:15	1:55	
			8:05	7:30		75	10	42.2	.....COREA.....	CO	4:33		4:23	2:05	
			8:30	7:50		75	22	45.2	.....SCENIC.....	MA	* 4:43		* 4:33	2:15	
			8:45	8:10		78	9	48.2	.....ALPINE.....	NI	f 4:52		f 4:42	2:23	
			9:00	8:25		75	15	51.8	.....TONOA.....	G	5:01		4:51	2:31	
	Le 7:30 ⁰⁰		9:20	8:38		62	230	57.0	.....SKYKOMISH.....	KY	* 5:15 5:20	Lv 6:50 ⁰⁰	* 5:05 5:10	* 2:38 2:40	
	7:45		10:15	9:45		72	7	61.1	.....GROTTO.....		5:27	f 7:00	6:18	2:59	
	8:00		10:35	10:00		80	60	66.1	.....HALFORD.....	SA	5:37	* 7:12	5:27	3:08	
	402 8:45		10:50	10:20		71	21	71.2	.....INDEX.....	NX	5:47	* 7:24	* 5:37	3:19	
	9:00		11:05	10:35		78	17	76.2	.....REITER.....		5:55	f 7:35	5:46	3:28	
	9:15 10:00		11:25 ³⁰	10:55 ³⁰		100	815	80.0	.....GOLD BAR.....	GB	6:02	402 * 7:44	5:53	3:34	
	10:15							82.4	.....STARTUP.....	RU	6:05	* 7:50	5:57	3:38	
	28 11:12		1:00	11:45		70	22	85.5	.....SULTAN.....	SU	6:12	* 7:59	* 6:03	3:45	
	401 12:10 ⁰⁰		1:30	12:10 ⁰⁰		105	25	92.2	.....MONROE.....	RO	* 6:25	* 8:16	* 6:20	3:58	
	Le 300 4:45 ⁰⁰	Lv 1:10	2:00	12:45	Lv 11:55 ⁰⁰	74	116	100.2	.....SNOHOMISH.....	HO	* 6:40	* 8:33	* 6:37	4:11	Lv 3:33 ⁰⁰
	Ar 5:05 ⁰⁰	Lv 1:30 ⁰⁰	2:20 ⁰⁰	1:10 ⁰⁰	Ar 12:10 ⁰⁰	70	62	106.0	.....LOWELL.....	W	732 6:50	f 8:43	6:48	4:20	Ar 3:43 ⁰⁰
						42	174	107.6	.....PACIFIC AVENUE.....	D	6:52	f 8:48	6:51	4:23	
						8		108.7	.....EVERETT.....		* 7:02	* 8:52	* 7:03	* 4:32	
								109.5	.....EVERETT JUNCTION.....	JN	Ar 7:05 ⁰⁰	Ar 8:55 ⁰⁰	Ar 7:05 ⁰⁰	Ar 4:35 ⁰⁰	
						90	1067	109.2	Via N. P. Ry. .....DELTA.....	PG					
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday						Daily	Daily Ex. Sunday	Daily	Daily	Daily
	731	715	411	401	727						25	285	1	27	297
	30 17.4	8:30 8:1	12.40 8.5	12.10 9.5	15 24.0						4.45 22.0	3.05 25.0	5.0 23.0	4.40 22.0	10 24.5

ELECTRIC TRAIN STAPP BLOCK SYSTEM.

STAPP SYSTEM

Time Over District
Average Speed Per Hour

INITIAL STATIONS.
Leavenworth for trains Nos. 1, 25, 27, 401 and 411.
Everett Jct. for trains Nos. 2, 26, 28 and 285.
Skykomish for trains Nos. 285 and 715.

Snohomish for Nos. 297, 727, 781.
Lowell for Nos. 300, 730, 732.
Delta for train 402.

TERMINAL STATIONS.
Leavenworth for Nos. 2, 26, 28 and 402.
Skykomish for train No. 285.
Everett Jct. for trains 1, 25, 27 and 285.

Lowell for Nos. 297, 727, 781.
Snohomish for Nos. 300, 730, 732.
Delta, 401, 411 and 715.

EASTWARD. FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

SPECIAL RULES.

FIRST CLASS					Time Table No. 96 In Effect May 13, 1925.	SIGNS See Rule 4, Page 18.	SECOND CLASS		THIRD CLASS				
300 (N. P. 443)	28	2	286	26			402	730 (N. P. 676)	732 (N. P. 936)				
Passenger	Express	Passenger	Passenger	Passenger		Fast Freight	Freight	Freight					
Daily	Daily	Daily	Daily Ex. Sunday	Daily		Daily	Daily Ex. Monday	Daily Ex. Monday					
STATIONS.					Distance from Delta	Re	DN	W	CT	Y	OP	Ar	7:00pm
Ar	4:30am	Ar	1:40am	Ar										3:20pm
					.....LEAVENWORTH.....	109.0							
	4:19	1:30		3:11	.....TUMWATER.....	106.3		DN					6:45
	4:12	1:21		3:02	.....DRURY.....	103.2		DN	P				6:30
	4:02	1:10		2:49	.....CHIWAUKUM.....	99.0		DN	W	P			6:15
	3:56	1:04		2:43	.....WINTON.....	96.5		DN	P				6:00
401	3:48	12:52		2:35	.....NASON CREEK.....	92.0		DN	P				5:40
	3:42	12:44		2:29	.....MERRITT.....	89.0		DN	W	Y	P		5:25
35	3:30	12:32		2:20	.....GAYNOR.....	84.6		DN	P				5:02
	3:16	12:24		2:11	.....BERNE.....	81.6		DN	W	P			4:50
	3:00	12:12am		2:00	.....CASCADE TUNNEL.....	77.2		DN	W	T	P		4:35 1
	2:40	11:55		1:43	.....TYE.....	73.6		DN	WC	P			4:25
	2:19	11:37		1:28	.....EMBRO.....	70.0		DN	W	P			4:10
	2:05	11:26		1:18	.....COREA.....	67.3		DN	P				4:00
	1:53	11:16		1:07	.....SCENIC.....	64.3		DN	W	P			3:50
	1:36	10:59		12:51	.....ALPINE.....	61.3		DN	W	P			12:20pm
	1:23	10:47		12:38	.....TONGA.....	57.7		DN	P				11:45
	1:05	10:29		12:20	.....SKYKOMISH.....	52.5		DN	WC	Y	P		11:00
	1:00	10:24		12:15	.....GROTT.....	48.4							10:25
	12:51	10:15		8:03	.....HALFORD.....	43.4		D	W	P			9:15
	12:40	10:05		7:51	.....INDEX.....	38.3		DN	P				8:45
	12:27	9:53		7:33	.....REITER.....	33.2		W	P				8:10
	12:16	9:41		7:16	.....GOLD BAR.....	29.6		DN	Y	P			7:44
	12:08	9:33		7:05	.....STARTUP.....	27.1							7:30 25
	12:04am	9:29		6:55	.....SULTAN.....	23.7		D	P				6:12
	11:58	9:23		6:45	.....MONROE.....	16.2		DN	W	Y	K	P	5:35
	11:43	9:07		6:20	.....SNOHOMISH.....	9.3		DN	P				6:10
731	Ar 4:34pm	727	8:52	6:05	.....LOWELL.....	3.0		DN	P				Ar 1:35am
728	Ar 4:24pm	11:13	8:41	5:55	.....PACIFIC AVENUE.....	1.9		DN	P				Ar 1:15am
	11:10	8:38		5:51	.....EVERETT.....	0.6		K					Ar 8:50am
	11:07	8:35		5:48	.....EVERETT JCT.....	0.0		DN	P				
	11:00pm	8:30pm		5:41pm	.....DELTA.....								
					Via N. P. Ry.								
					.....DELTA.....								
Daily	Daily	Daily	Daily Ex. Sunday	Daily									
300	28	2	286	26									
70	8:30	8:10	3:30	5:05									
24.8	20.5	31.3	19.8	22.5									

LOCATION OF TUNNELS.

Tunnel No. 12, 12,873 feet long, height 19 feet, between Tye and Cascade Tunnel.
 " 11, 1,303 " " " 22 " 1.12 miles east of Embro.
 " 13, 458 " " " 22.5 " .30 miles east of Embro.
 " 14, 274.8 " " " 19.1 " 1.18 miles west of Embro.

Tunnel No. 15, 1,212 feet long, height 18.7 feet, .65 miles east of Corne.
 " 13, 1,248 " " " 22.5 " 1.58 miles east of Corne.
 " 13, 818 " " " 22.5 " 1.89 miles west of Corne.
 " 18, 2,368.3 " " " 22 " Everett, Wash.

Westward trains are superior to eastward trains of the same class. No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown, and not less than five (5) minutes.

Bulletin boards are located at Leavenworth, Cascade Tunnel, Skykomish, Gold Bar and Delta. Read carefully rules covering operation electric train staff block, pages 14 and 15. Electric train staff block system between Everett Jct. and Pacific Avenue and between Skykomish and Leavenworth.

Maximum speed for passenger trains between Leavenworth and Skykomish 35 miles per hour, through Cascade Tunnel 20 miles per hour, between Skykomish and Gold Bar 40 miles per hour, between Gold Bar and Pacific Avenue 50 miles per hour. L-1, L-2 and M-2 engines will not exceed speed of 25 miles per hour. F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

O-1 and P-1 engines will not exceed speed of 30 miles per hour between Skykomish and Gold Bar. All trains will not exceed speed of 25 miles per hour on curves of 8 degrees and over.

All trains will reduce speed to 15 miles per hour over draw bridges. On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 1 mile per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.

All trains reduce speed to 8 miles per hour through Martin Creek tunnel, and over bridges at both ends. Passengers trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour through cut limits of Monroe.

All trains reduce speed to 10 miles per hour over crossing just east Pacific Avenue freight depot.

Additional to other required tests of the air brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer will set the brakes and leave them set until carmen examine each car, then release them, and carmen will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineer how many cars loaded and empty in the train, and how many cars of "air" are working.

All retainers must be used from Cascade Tunnel to Merritt, from Winton to Leavenworth, and from Cascade Tunnel to Skykomish.

Trains are operated between a block post, 125 feet west of the east crossover switch Cascade Tunnel and the safety switch west end depot at Tye, by a train staff block system. No train or engine will be run in either direction between the limits mentioned unless train engineer and the engineer of helper engine each has in his possession a section of a staff which will be handed to them by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to operator. When a helper engine is used, or when any cars behind helper, conductor or brakeman located on rear of train must be in possession of one-half of the staff.

Only one train is permitted to enter or use the block at the same time. All eastward trains will approach the east end of the concrete shed at Tye under absolute control and will not pass the fouling point of the passing track unless signalled to do so by the Tunnel conductor.

Switch to safety track located at west end Tye depot. Switch must be kept set and locked for safety track. All trains must come to full stop before reaching safety switch and send a brakeman ahead to set switch for main track. After train has passed over, switch must be reset and locked for safety track block operator.

All westward freight trains must stop 15 minutes at Scenic to cool wheels, when Conductor and Brakeman must examine train carefully to discover cracked or broken wheels.

Local freight trains between Skykomish and Delta will carry passengers, when provided with proper transportation.

Berlin, Baring and Heybrooks spur will be flag stops for trains 285 and 286.

No. 2 will stop at stations between Skykomish and Leavenworth for passengers for Twin Cities and east Nos. 25 and 26 will stop at Nason Creek and Winton to receive or discharge parcel post mail on request of postal clerks.

Except when running in sections, all first class trains will register by card at Gold Bar, Snohomish, Lovell and Everett Jct.

Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between these points.

All trains between Snohomish and Lowell will be handled by Block Card form 80. Westward trains will be prepared to stop at Snohomish and eastward trains will be prepared to stop at Lowell and must not go by, or foul cross-over, until they have block card in their possession. At Snohomish all N. P. trains will enter and leave G. N. main line through cross-over.

All Lowell all eastward trains from N. P. connection, and first class westward trains for N. P. connection, will run through cross-over. All westward second and inferior class trains for N. P. connection will enter passing track at east switch.

Interlocking plant at bridge 455 just east of Snohomish. No distant signals. Home signals are located 550 feet each way from draw span; derails 55 feet in advance of home signals.

Yard limit boards are placed each way from Gold Bar and Skykomish, east from Cascade Tunnel and west from Leavenworth.

Yard limits extend from Pacific Avenue to N. P. connection at N. P. Freight Depot, and to yard limit board east of Lowell.

Lap sidings: Chiwaukum and Merritt.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Power House Spur	2.0 Miles west of Leavenworth.	East		5
Great Republic Mining Co., Berlin	1.1 Miles west of Skykomish.	West		14
Grotto Lumber Co.	0.1 Miles east of Grotto.	East	1,300 feet	24
G. N. Shingle Co.'s Co's Siding	3.3 Miles west of Grotto.	Both ends		24
Baring	3.3 Miles west of Grotto.	Both ends	1,275 feet	23
Haybrook Spur	2.5 Miles east of Index.	West		1
Judas, Galsen Mill Spur	0.5 Miles east of Index.	East		13
Clayton	0.7 Miles west of Index.	West		10
Soderberg Spur	1.6 Miles east of Matter.	Both ends	1,830 feet	27
Clayton Gravel Pit	2.0 Miles west of Sultan.	West		27
Sultan Logging Company Connection	0.6 Miles west of Sultan.	West		115
Wagner & Wilson Lbr. Co. Spur	Opens off Monroe Gravel Pit Track.	West		26
Woodruff	2.5 Miles west of Monroe.	Both ends		26
Summer Iron Works Spur	0.5 Miles west of Pacific Ave.	West		1
Everett Power House Spur	0.1 Miles west of Everett.	West		3

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks	Distance from Everett Junction	Time Table No. 96 in Effect May 12, 1918	Stations	Telegraph Code	FIRST CLASS								
717		401							27	357	25	285	277	359	273	1	355
Mdn. Freight		Fast Freight		Passenger					Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday		Daily		Trucks					Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily
Lv 1:15pm		Lv 2:30pm					.....EVERETT JUNCTION.....	JN	4:35pm	6:10pm	7:05pm	8:55pm	9:35pm	2:25pm	6:25pm	7:05pm	8:25pm
1:35		2:45		110	2.8		.....MUKILTEO.....	MU	4:42	6:19	7:12	9:03	9:43	2:31	6:34	7:12	8:31
1:50		2:55			7.9		.....MOSHER.....		4:49	6:27	7:19	9:11	9:50	2:37	6:42	7:19	8:37
2:05		3:05		8	10.9		.....MEADOWDALE.....	AD	4:55	6:33	7:25	9:17	9:56	2:42	6:48	7:25	8:42
2:48		3:25		104	14.8		.....EDMONDS.....	DR	5:02	6:43	7:32	9:24	10:05	2:48	6:58	7:32	8:50
3:35		3:35		87	17.8		.....RICHMOND BEACH.....	R	5:08	6:51	7:38	9:31	10:12	2:53	7:06	7:38	8:55
4:15		4:15		194	26.9		.....BALLARD.....	BD	5:24	7:10	7:54	9:48	10:31	3:08	7:25	7:54	9:10
Ar 4:30pm		Ar 4:30pm		305	32.0		.....INTERBAY.....	RB	5:29	7:15	8:00	9:53	10:39	3:12	7:30	7:59	9:14
				285	39.2		.....G. N. DOCK.....	E									
				242	22.7		.....SEATTLE.....	UD	5:45pm	7:30pm	8:15pm	10:10pm	10:55pm	3:30pm	7:45pm	8:15pm	9:30pm
							.....SEATTLE.....		6:00pm	1:00pm			4:00pm			8:35pm	
				183	72.9		.....TACOMA.....		Ar 7:05pm	2:30pm	2:40		5:25	5:35		Ar 10:00pm	
							.....PORTLAND.....	VIA N. P. RY.		Ar 8:00pm			Ar 11:00pm				
Daily Ex. Sunday		Daily			214.8				Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily
717		401							27	357	25	285	277	359	273	1	355
3.15 8.8		3.00 14.0					Time Over District Average Speed Per Hour		1.10 25.2	1.20 24.8	1.10 25.2	1.18 26.1	1.20 24.0	1.08 26.2	1.20 24.0	1.10 25.2	1.05 26.2

Special Rules.

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown and not less than five (5) minutes.

Following trains meet and pass on double track between Everett Jct. and Seattle:

- No. 25 meets No. 360.
- No. 277 meets Nos. 25 and 718.
- No. 717 meets No. 278.
- No. 285 meets Nos. 359, 26 and 718.
- No. 273 meets No. 2.
- No. 1 meets No. 2.
- No. 355 meets No. 2.
- No. 359 passes No. 717.
- No. 26 passes No. 718.

Bulletin boards are located at Interbay and Seattle.

Maximum rate of speed for passenger trains between Everett Jct. and Seattle, 50 miles per hour.

Maximum rate of speed for freight trains between Everett Jct. and Seattle 30 miles per hour.

L-1, L-2 and M-2 engines will not exceed speed of 25 miles per hour.

F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

All trains will not exceed speed of 25 miles per hour over curves of 8 degrees or over.

All trains will reduce speed to 15 miles per hour over draw bridges.

Trains will not exceed speed of 10 miles per hour through Seattle tunnel.

All trains will reduce speed to 8 miles per hour passing through town limits of Edmonds.

Ballard, Edmonds and Mukilteo are flag stops for No. 26 to take on passengers for Spokane or points east of Spokane.

Mile Post 10, south of Richmond Beach, is flag stop for No's 277 and 278.

Ballard is flag stop for No. 2, to take on passengers for Spokane or points east of Spokane.

Nos. 1 and 2 will stop at stations between Tacoma and Seattle to pick up or discharge passengers for or from points east of Seattle, complying with N. P. time table schedule.

All G. N. trains between Seattle and Vancouver, Wn., will be governed by time table and rules of N. P. Ry.

All G. N. trains between Vancouver, Wn., and Portland, Ore., will be governed by time table and rules of S. P. and G. Railway.

INITIAL STATIONS.

Seattle for trains Nos. 360, 26, 270, 358, 278, 2, 28, 356, 286.

Interbay for trains Nos. 718, 402.

Everett Jct. for trains Nos. 27, 357, 25, 285, 277, 273, 359, 1, 355, 401, 717.

TERMINAL STATIONS.

Interbay for trains Nos. 401 and 717.

Seattle for trains Nos. 27, 357, 25, 285, 277, 359, 273, 1, 355.

Everett Jct. for trains Nos. 360, 26, 270, 358, 286, 278, 2, 28, 356, 402, 718.

Yard limit boards east of Ballard cover limits to Seattle.

Yard limit board west of Everett Jct.

INTERLOCKING Plant Backule drawbridge 500 feet west of Ballard.

Distant signals are located 4000 feet east and west of draw span.

Home signals are located 600 feet east and west of draw span.

Derails are located 55 feet inside home signals.

INTERLOCKING governing Northern Pacific crossing just west of Interbay.

Westward Home Signal is suspended from Wheeler Street Bridge 230 feet east of crossing.

Eastward Home Signal is located 300 feet west of crossing.

Eastward derail is located 55 feet in advance of Home Signal.

Westward derail is located 230 feet east of crossing.

Eastward Distant Signal is located 3000 feet from eastbound Home Signal and works zero to 45 degrees.

Westward Distant Signal is located 1500 feet east of Home Signal and works zero to 45 degrees.

Back up Dwarf Signal on Great Northern yard tracks are located 125 feet from crossing East and West.

Derails on Northern Pacific tracks are located 200 feet from crossing with Dwarf Signal 5 feet from them.

Printed instructions posted in cabin for the operation of this plant. Cabin is locked by a Great Northern switch lock and Northern Pacific switch lock.

EASTWARD.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

FIRST CLASS									Time Table No. 96 In Effect May 12, 1918	Distance from Seattle	SIGNS See Rule 8, Page 18.	SECOND CLASS			THIRD CLASS	
356	28	2	358	286	278	270	26	360				402			718	
Passenger Daily	Express Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily				Fast Freight Daily			Mid. Freight Daily Ex. Sunday	
Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar					Ar			
1.05am	11.00pm	8.30pm	6.10pm	5.41pm	5.20pm	12.25pm	10.15am	9.16am	EVERETT JUNCTION.....	22.7	R DN P	Ar 12.40am		Ar 11.25am		
*12.55	10.54	8.23	6.08	* 5.34	* 5.11	*12.18	10.08	* 9.08	..... MUKILTEO.....	26.9	D P	12.25		11.10	
†12.45	10.47	8.16	6.02	† 5.27	† 5.01	12.11	10.02	† 8.69	..... MOSHER.....	34.8	P	12.10		10.30	
†12.37	10.42	8.11	5.57	† 5.21	† 4.55	†12.05pm	9.57	† 8.51	..... MEADOWDALE.....	31.5	D P	12.01am		10.10	
*12.29	10.36	8.05	* 5.51	* 5.13	* 4.47	*11.58	9.50	* 8.43	..... EDMONDS.....	17.9	D W P	11.50		9.50	
†12.20	10.31	8.00	5.44	* 5.06	* 4.38	*11.50	9.44	* 8.33	..... RICHMOND BEACH.....	14.9	D P	11.35		9.10	
*12.03am	10.18	7.47	5.32	† 4.49	* 4.19	11.34	9.32	* 8.17	..... BALLARD.....	5.8	D	11.05		8.40	
*11.59	10.14	7.44	5.29	† 4.45	* 4.15	11.30	9.29	* 8.14	..... INTERBAY.....	4.7	R DN WCTO PK	Ar 11.00pm		Ar 8.30am	
									..... G. N. DOCK.....	2.4					
									..... SEATTLE.....	0	R DN IPK				
11.45pm	10.00pm	7.30pm	5.15pm	Ar 4.30pm	Ar 4.00pm	Ar 11.15am	Ar 9.15am	Ar 8.00am	..... SEATTLE.....	158.1					
* 8.00pm	9.30pm	* 7.10pm	* 5.00pm						..... TACOMA.....	40.7					
8.30	Ar 8.20pm	Ar 5.45pm	* 3.35pm						..... PORTLAND.....	145.4					
8.20			* 3.25pm							0						
Ar 1.00pm			Ar 10.00am													
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily				Daily		Daily Ex. Sunday		
356	28	2	358	286	278	270	26	360				402		718		
1.20 24.5	1.00 23.7	1.00 23.7	1.00 23.7	1.11 23.2	1.20 23.4	1.10 23.3	1.00 23.7	1.18 23.7	Time Over District Average Speed Per Hour			1.40 16.8		2.58 6.7		

Automatic Block System.

Automatic Block Signals are in operation between King Street Station, Seattle, and Everett Jct.

Interlocking Signals.

Within the limits of the Automatic Block Signal System Interlocking Plants are located as follows:

- SOUTH PORTAL OF SEATTLE TUNNEL.
- NORTH PORTAL OF SEATTLE TUNNEL.
- EVERETT JUNCTION.

Automatic Block Interlocking Signals and Semaphores

Westward.

Everett Junction interlocking, westward home signal (high line), is located 200 feet from westward crossover switch, and has three arms; the top arm is for main line trains through crossover; the second arm fixed; bottom arm for diverging movements.
Westward Home Signal, Coast line, is located fifty-five feet from east end of eastward crossover switch and has three arms; top arm is for main line; second arm fixed; bottom arm crossover movements.
Distant signal, westward high line, is located 3500 feet from home signal.
First automatic signal westward is 2500 feet west of Everett Junction.

Eastward.

First automatic signal eastward is located 3000 feet from eastward home signal, North Portal.
Eastward home signal, Everett Junction Interlocking is located 200 feet from west end of eastward crossover switch, and has two arms; top arm is for main line to St. Paul; lower arm for crossover up the Coast line.

For Further Instructions and Diagrams see page 16 and 17.

Business Tracks Not Shown as Stations on Time Table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
G. N. Oil Tank Spur.....	1.7 miles west of Everett Jct.....	East	.....	30
Mukilteo Lumber Co.....	2.1 miles east of Mukilteo.....	East	.....	3
Wamer-Mowatt Lumber Co. Spur.....	1 mile east of Meadowdale.....	East	.....	3
Brown Bay Logging Co. Connection.....	0.5 miles west of Meadowdale.....	East	.....	2
Invincible Railjoint Spur.....	0.4 miles west of Edmonds.....	West	.....	32
Shipyards Spur.....	1.0 miles east of Richmond Beach, off Standard Oil Spur.....	West	1200	8
Standard Oil Co. Spur.....	1.0 mile east of Richmond Beach.....	West	2185	46
G. N. Clay Co. Spur.....	4.2 miles west of Richmond Beach.....	East	.....	10
Metum Spur, Oil Spur.....	1.6 miles east of Ballard.....	West	.....	43

LOCATION OF TUNNELS.

Tunnel No. 17, 5,141.5 feet long, height 22 feet, Seattle, Wash.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

SOUTHWARD.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks		Distance from Bellingham	Time Table No. 96 In Effect May 12, 1918	Stations	Telephone Calls	FIRST CLASS					
717	713	711	729	401	Passenger Trains	Coke Trains	357					277	359	299	273	355	
Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Sunday	Fast Freight Daily	N. P. 878 Freight Daily Ex. Sunday	Fast Freight Daily			Passenger					Passenger	Passenger	N. P. 642 Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	
		Lv 4.50pm			119	110	0.0	BELLINGHAM	HM	Lv 2.43pm	Lv 7.00pm	Lv 3.00pm 12.20pm		Lv 2.70pm 3.45pm	Lv 6.10pm		
		5.15			40	143	2.9	SOUTH BELLINGHAM	FN	* 3.05	* 7.12	* 12.31		* 3.57	* 6.30		
		5.30			51	15	4.9	SOCKEYE		f 3.17	f 7.20	12.39		f 4.07	6.34		
		5.50			64	8	12.2	SAMISH		f 3.30	f 7.32	12.52		f 4.20	6.40		
		6.20				8	19.2	BLANCHARD		f 3.34	* 7.35			* 4.24			
		6.40			63	16	16.6	BOW	BO	* 3.40	* 7.42	12.58		* 4.30	6.51		
		6.40			6	21.2		BELLEVILLE	BY	f 3.50	f 7.49	1.04		* 4.38	6.57		
	714-350 Lv 11.30am	6.50	355-375-355 Lv 11.30am	6.50	63	220	23.8	BURLINGTON	BU	* 4.05	* 8.00	* 1.10		* 4.46	7.03		
	12.05pm	8.10	7.45		37	68	27.9	MT. VERNON	NR	* 4.20	* 8.11	* 1.20		* 4.56	* 7.14		
	12.40	8.35			51	18	33.2	PUR	FR	* 4.35	* 8.22	1.30		* 5.09	7.25		
					6	25.0		MILLYTOWN		f 4.38	* 8.26			* 5.14			
	350-370 Lv 1.40	9.15			61	48	40.4	STANWOOD	B	* 4.55	* 8.38	370-718 1.40		* 5.27	7.36		
	2.20	9.45			70	13	45.9	SILVANA	NA	* 5.15	* 8.51	1.49		* 5.39	7.47		
	2.45	10.10			62	17	50.0	ENGLISH		f 5.25	* 9.01	1.56		f 5.47	7.53		
	3.00	10.30	Lv 11.30pm				53.8	KRUSE	K	5.31	* 9.07	2.00	Lv 3.47pm	5.54	7.58		
	3.30	10.45	11.42		60	95	57.0	MARYSVILLE	MS	* 5.40	* 9.14	2.05	3.54pm	* 6.03	8.03		
	Lv 12.50pm	Ar 3.50pm	Ar 11.00pm	Ar 11.55pm	Lv 2.05am		59.7	DELTA WYE	WY	5.48	* 9.21	2.11	Ar 4.01pm	6.11	8.09		
	12.55				41		60.7	LONG SIDING		5.52	9.24	2.14		6.14	8.12		
	1.05				65	120	63.2	EVERETT		* 6.07	3.00 * 9.30	* 2.23		3.58 * 6.23	* 8.22		
	Ar 1.15pm				Ar 2.30am		64.1	EVERETT JUNCTION	JN	Ar 6.10am	Ar 9.35am	Ar 2.25pm		Ar 6.25pm	Ar 8.25pm		
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily		
	717	713	711	729	401					357	277	359	299	273	355		
	0.25 10.6	4.20 8.4	6.10 9.5	25 15.0	35 10.5					2.27 18.4	2.35 24.4	2.05 30.8	14 27.0	2.40 23.5	3.10 36.0		

SPECIAL RULES.

Southward trains are superior to northward trains of the same class.
Read carefully rules covering operation Electric train staff block, pages 14 and 15.

Electric train staff block system between Delta Wye and Marysville.
Automatic Block Signals in operation between Everett Jct. and Delta Wye and between Marysville and South Bellingham. See page 15.

Bulletin boards are located at Burlington and Bellingham.
Maximum speed for passenger trains between Delta Wye and Samish, 55 miles per hour, between Samish and Bellingham, 40 miles per hour.

Maximum speed for freight trains between Delta Wye and Samish 25 miles per hour, and between Samish and Bellingham 20 miles per hour.
F-7-8 and 9 engs will not exceed speed of 30 miles per hour.

All trains will not exceed speed of 25 miles per hour over curves of 8 degrees and over.

All trains will reduce speed to 15 miles per hour over draw bridges.
All trains run carefully from over head crossing 1 mile north of Samish to tunnel 18 Sockeye.

All trains reduce speed to 8 miles per hour passing through town limits, Marysville, Mt. Vernon and Burlington.

Trains will not exceed 6 miles per hour on coast line track over 14th St. near Everett flour mill, California St., Hewitt Ave. and Bond St., north and south of passenger depot city of Everett.

Norman, 1 mile north of Silvana, is flag stop for Nos. 277 and 278.

At Kruse all N. P. trains will enter and leave G. N. main line, through cross-over.

Except when running in sections, first class trains will register by card at Kruse, Delta Wye and Everett Jct.

Normal position of gates at crossing of third and fourth districts at Burlington, will be against fourth district trains. Not necessary to stop for crossing when gates are set against opposing district.

South switch Everett passing track, is located 300 feet north of station platform.

Track lying to the north of cross-over, between round house and depot Bellingham, will be known as passing track.

Side clearance tunnel 20, one quarter mile south Sockeye, not good. Clearance 4 feet. Standard 6 feet.

Steam whistle signals for tracks with switches controlled from Delta Wye Interlocking Tower.

Main Line—One Long.
Delta Yard from North—One Long, One Short.

Delta Yard from South—Two Long, One Short.
Delta Yard North—Two Long.

Delta Yard South—Three Long, One Short.
Northward from Northern Pacific connection, One Long, One Short.

One Long.
Southward for Northern Pacific connection, Two Long, One Short.

One Long.

INTERLOCKING SYSTEM.—Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye.

All southward trains will be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard. A caution fixed signal is located 2500 feet north of two arm home signal.

Train movements from Bayside northward will be governed by top arm on home signal located 60 feet south of wye switch and by home signal located on trestle 500 feet south of draw span.

Train movements from Delta northward will be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 500 feet south of draw span.

Trains between Delta and Bayside will be governed by lower arm home signal located 60 feet east of wye switch.

Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on Home Signal on Northern Pacific track. Top arm on advanced Home Signal 500 feet south of draw span.

Southward trains for Northern Pacific connection to be governed by lower arm on Home Signal 700 feet North of draw span.

Staff crane for trains from Northern Pacific connection northward is located on Northern Pacific track on trestle.

Interlocking system in use bridge 10, 11 and 12 between Delta and Marysville and at Skagit R. R. Crossing one mile south of Fir.

Interlocker at Drawbridge No. 36 one mile north of Mt. Vernon. Derails are located 500 feet from end of draw span.

NORTHWARD.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

FIRST CLASS						Time Table No. 96 In Effect May 12, 1918	STATIONS	Distance from Everett Junction	SIGNS See Rule 4, Page 18.	SECOND CLASS			THIRD CLASS	
298	358	278	270	360	356					728	712	402	714	718
N. P. 441 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					N. P. 375 Freight	Foot Freight	Foot Freight	Mdse. Freight	Mdse. Freight
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily				Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
Ar 8.32 ²⁷³ pm	Ar 8.05 ³⁵⁹ pm	Ar 8.15 ²⁷³ pm	Ar 8.15 ³⁵⁹ pm	Ar 8.15 ²⁷³ pm	Ar 8.15 ³⁵⁹ pm	BELLINGHAM	04.1	R* DN CWTKP		Ar 8.45 ²⁷⁷ am				
* 8.24	* 7.53	* 3.00	* 12.01 ³⁵⁷ pm	* 4.00		SOUTH BELLINGHAM	01.3	D O P		8.30				
8.17	f 7.40	2.52	f 11.51	f 3.50		SOCKEYS	07.2		P	8.15				
8.05	f 7.27	2.40	11.38	3.30		SAMISH	01.6	W	P	8.00				
	* 7.25		* 11.34	f 3.26		BLANCHARD	00.9		P					
7.57	f 7.18	2.33	* 11.28	* 3.20		BOW	07.8	D	P	7.42				
7.50	f 7.09	2.25	* 11.19	f 3.10		BELLEVILLE	02.9		P	7.10				
7.11	355-711 * 7.45	* 2.20	* 11.13	* 3.00		BURLINGTON	00.3	R DNCOWYX	P	7.00	Ar 11.30 ⁷¹⁸ am			
* 7.37	* 6.50	* 2.07	* 11.00	* 2.45		MT. VERNON	06.3	DN	P	6.10	8.00	11.00		
355 7.25	* 6.41	* 1.55	* 10.41	* 2.30		FIR	00.5	D	P	5.55		10.10		
	* 6.37	f 1.50	* 10.35	f 2.25		MILITOWN	09.1							
7.10	* 6.27	359-718 * 1.40	* 10.26	* 2.15		STANWOOD	08.7	DN	P	6.35		9.30		
7.00	* 6.12	* 1.25	* 10.12	* 2.00		SILVANA	08.3	D W	P	6.15		8.51		
6.52	* 6.04	1.15	f 10.01	f 1.49		ENGLISH	14.1		P	4.50		8.05		
Ar 4.19 ²⁷³ pm	* 5.54	1.07	9.53	1.40		KRUSE	10.5	R DN	P	Ar 1.10 ²⁷⁷ am	4.30	7.45		
4.12	* 5.47	* 1.00	* 9.48	* 1.34		MARYSVILLE	7.1	DN	P	4.15		7.30		
299 Ar 4.05 ²⁷³ pm	6.31	5.38	12.47	9.38	1.23	DELTA WYE	4.4	R DN IV	P	Ar 12.45 ²⁷⁷ am	Ar 4.00 ²⁷⁷ am	Ar 1.10 ²⁷⁷ am	Ar 11.00 ²⁷⁷ am	
	6.28	5.35	12.44	9.35	1.20	LONG SIDING	2.4				12.55		11.40	
	* 6.23	* 5.30	* 12.38	* 9.30	* 1.15	EVERETT	0.5		P		12.45		11.30	
Ar 6.15 ²⁷³ pm	Ar 5.20 ²⁷³ pm	Ar 12.25 ²⁷³ pm	Ar 9.15 ²⁷³ pm	Ar 1.05 ²⁷³ pm		EVERETT JUNCTION	0.0	R DN	P		Ar 12.40 ²⁷³ am		Ar 11.25 ²⁷³ am	
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	
298	358	278	270	360	356					728	712	402	714	718
14 27.0	2.17 28.3	2.45 23.5	2.50 23.5	2.59 21.5	3.05 21.0	Time Over District Average Speed Per Hour				.25 15.0	4.45 13.4	.20 9.0	4.30 8.0	0.25 10.6

Interlocking Plant at crossing of Pacific Northwest Traction Company just north of Burlington. Home signals are located 208 feet north and south of crossing. Derails are located 58 feet inside of home signals. No distant signals in connection with this interlocking plant. Home signals are pipe connected.

Mt. Vernon interlocking plant 1 mile north of Mt. Vernon, crossing the P. S. & C. Ry. South derail is located 255 feet south of crossing. North derail located 400 feet north of crossing. North bound home signal is located 260 feet south of crossing. South bound home signal located 458 feet north of crossing. All signals standard indications and are a part of the automatic block system. A switch opening south leading to the P. S. & C. Ry. yards is located with head block 450 feet south of crossing. A pipe connected derail is located 185 feet from head block in on this spur. An automatic dwarf signal is located at this derail for south bound train movements coming out of this spur and will show caution when switch is opened and no train standing between north bound home signal and Mt. Vernon. This dwarf signal is part of automatic block signal system.

INITIAL STATIONS.

Blaine for train No. 711.
Delta Wye, for trains Nos. 298, 728, 712, 714, 717 and 401.
Everett Jct., for trains Nos. 270, 358, 360, 356, 278, 718 and 402.
Colebrook, for trains Nos. 352, 398, 386 and 740.
New Westminster, for trains Nos. 98, 102 and 104.
Vancouver, for trains Nos. 97, 359, 361, 355, 357, 397, 385, 101, 103, 739 and 719.
Bellingham, for trains Nos. 277, 273 and 720.
Kruse, for trains Nos. 299 and 729.
Burlington No. 713.

TERMINAL STATIONS.

Blaine, for train No. 712.
Delta Wye, for trains Nos. 299, 729, 711, 713, 718 and 402.
Everett Jct., for trains Nos. 359, 355, 273, 357, 277, 401 and 717.
Colebrook, for trains Nos. 361, 385, 397 and 739.
New Westminster, for trains Nos. 97, 101 and 103.
Vancouver, for trains Nos. 98, 356, 362, 358, 360, 398, 386, 102, 104, 740 and 720.
Bellingham, for trains Nos. 278, 270 and 719.
Kruse, for trains Nos. 298 and 728.
Burlington No. 714.

YARD LIMITS

Yard limits extend from yard limit board north of Roundhouse, Bellingham, to yard limit board, south of South Bellingham.
Yard limit boards placed each direction from Burlington.
Everett yard limits include Delta yard and from North end of draw bridge 11 to yard limit board west of Everett Jct.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Coast Clay Spur	Leads off of Chuckanut Spur	South		10
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North		20
Blanchard Spur	0.7 Miles north of Sockeye	North		30
Bloedel-Denovan Spur	0.5 Miles south of Samish	North		30
Bellville Pit	1.3 Miles north of Bow	North		55
Everett Pulp and Paper Co. Spur	1.5 Miles north of Belleville	North		80
Puget Sound and Cascade Ry. Conn.	1.7 Miles north of Mt. Vernon	South		5
Skagit Crossing Tr. Track	1.0 Mile north of Mt. Vernon	South		6
Hawley Spur	0.9 Miles south of Fir	South		6
	1.3 Miles south of Fir	North		6

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Morrison Mill Spur	2.1 Miles south of Fir	South		8
Ketchum Spur	2.5 Miles north of Stanwood	South		4
Florence	1.5 Miles south of Stanwood	North		4
Norman Spur	1.1 Miles north of Silvana	South		2
Kennedy Spur	4.2 Miles north of Marysville	South		6
Kruse Bros. Spur	2.5 Miles north of Marysville	North		2
Cox's Spur	1.4 Miles north of Marysville	North		4
Union Spough	1.5 Miles south of Marysville	South		6
Old Main Line	1.5 Miles south of Marysville	South		30

LOCATION OF TUNNELS.

Tunnel No. 18, 1,112.9 feet long, height 21.8, .45 miles north Samish.
" " 19, 141.5 " " " 21.3, .62 " south Sockeye.

Tunnel No. 20, 326.5 feet long, height 20.9, .43 miles south Sockeye.
" " 21, 697.6 " " " 21, .32 " " South Bellingham.

8 SOUTHWARD.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks	Distance from Vancouver	Time Table No. 96 In Effect May 12, 1922	STATIONS	Telegraph Code	FIRST CLASS					
739	719	103	711	397	385						357	101	359	361	355	97
N. P. 476 Mdes. Freight	Mdes. Freight	C. N. P. Ry. 202 Freight	Fast Freight	Mixed	Mixed	Passenger	Passenger	Passenger	N. P. 443 Passenger	Passenger	C. N. P. Ry. 202 Passenger					
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
7:15 ^h	7:40 ^h	1:00 ^h		2:00 ^h	7:30 ^h	33	319	0.0	VANCOUVER	VN	12:01 ^h	9:00 ^h	10:00 ^h	10:15 ^h	4:00 ^h	7:00 ^h
7:35	8:05	1:15		2:13	7:45			2.7	STILL CREEK		12:11	9:11	10:10	10:25	4:10	7:11
7:40	8:10	1:28		2:17	7:50			4.6	ARDLEY		12:15	9:16	10:14	10:30	4:14	7:16
7:50	8:20	1:40		2:24	7:57	35	7.2	3.9	BURNABY		12:21	9:22	10:18	10:36	4:18	7:22
8:00	8:30	1:50		2:32	8:05			10.9	ENDOT		12:27	9:28	10:24	10:43	4:20	7:28
8:15	8:55	2:05		2:42	8:15	27	55	12.4	SAPPERTON		12:30	9:31	10:27	10:46	4:27	7:31
8:20	9:00	2:10 ^h		2:45	8:20			17	NEW WESTMINSTER	MN	12:38	9:35 ^h	10:32	10:51	4:32	7:35 ^h
8:25	9:05			2:50	8:25			13.5	FRASER RIVER JCT.		12:43		10:37	10:56	4:37	
8:40	9:20			3:00	8:40	64	4	15.7	TOWNSEND		12:52		10:45	11:04	4:45	
8:55 ^h	9:40			3:10 ^h	8:55 ^h	58	58	24.1	COLEBROOK	O	1:02		10:53	11:16 ^h	4:53	
	9:50							16	CRESCENT		1:10		11:00		5:00	
	10:30					70	22	32.5	WHITE ROCK	WR	1:35		11:25		5:25	
								35.5	INTERNATIONAL BOUNDARY							
	10:45			2:45 ^h		62	124	35.0	BLAINE	BN	1:55		11:35		5:40	
	12:55 ^h			3:15		70	35	43.5	CUSTER	CU	2:10		11:52		5:52	
								6	ENTERPRISE		2:17		11:56			
	1:40			3:40		70	33	49.1	FERNDALE	FD	2:23		12:03 ^h		6:00	
								34	BRENNAN		2:28		12:08			
	2:30 ^h			4:25 ^h		119	110	58.1	BELLINGHAM	HM	2:43 ^h		12:20 ^h		6:15 ^h	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Mon., Wed., Fri.						Daily	Sun., Wed. and Fri.	Daily	Daily	Daily	Daily
739	719	103		711	397						357	101	359	361	355	97
1:40	5:50	15:4		1:40	1:10						2:42	35	2:20	1:00	2:18	35
14.5	8.7			12.2	24.0						22.5	22.9	25.0	24.1	26.0	22.9

Special Rules.

Southward trains are superior to northward trains of the same class.

Double track between Still Creek and Endot. Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

No. 98 meets No. 359 and 361. No. 298 meets 361 and No. 355 meets 799 on double track between Still Creek and Endot.

Bulletin Boards are located at Bellingham and Vancouver.

Maximum rate of speed for passenger trains between Bellingham and Vancouver, 45 miles per hour.

F-7-8 and 9 engs. will not exceed speed of 30 miles per hour.

All trains will not exceed speed of 25 miles per hour, on curves of 8 degrees and over.

All trains will reduce speed to 15 miles per hour over draw bridges.

On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 15 miles per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 50 miles per hour will be the limit.

Trains must not exceed speed of 10 miles per hour over Brunette Street at Sapperton.

All trains reduce speed to 10 miles per hour between Mile Post 123 and Mile Post 127, between White Rock and Crescent.

All trains reduce speed to 8 miles per hour through city limits at Blaine.

All trains will come to a full stop within 50 feet of home signal on either side of Fraser River bridge, and will not proceed until clear signal is displayed, and will not exceed a speed of 6 miles per hour over this bridge.

Custer will be flag stop for No. 355 for passengers for south of Seattle.

Ocean Park, 1 mile south of Crescent, will be flag stop for No's 356 and 357.

No. 355 will register by card at Colebrook.

The normal position of switches at Colebrook Jct., Guichon line Jct., and Fraser River Jct. will be for main line. Track lying to the north of cross-over between round house and depot, Bellingham, will be known as passing track. Semaphores for protection of draw, Fraser River bridge, between Fraser River Jct. and New Westminister, are located on north and south end of bridge.

Retaining wall, New Westminister, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and engine men must not hang on side of cars or engines passing same.

No trains in either direction will pass International Boundary at Blaine and White Rock without permission of Customs officials.

Yard limit boards at Bellingham, Blaine and Vancouver.

Yard limit board at Sapperton Sand Pit North of Wye, covers limits to Fraser River Bridge.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

NORTHWARD. 9

FIRST CLASS						Time Table No. 96 In Effect May 22, 1915	STATIONS	Telegraph Code	Distance from Bellingham	SIGNS See Rule 3, Page 18.	SECOND CLASS			THIRD CLASS		
358	362	102	360	98	356						398	386	712	720	740	104
Passenger	N. P. 441 Passenger	G. N. P. Ry. 1 Passenger	Passenger	C. N. P. No. 87 Passenger	Passenger	Mixed Daily Ex. Sunday	Mixed Tue., Thur., and Sat.	Fast Freight Daily	Mixed Freight Daily Ex. Sunday	N. P. 675 Mixed Freight Daily Ex. Sunday	C. N. P. Ry. 201 Freight Daily					
Daily	Daily	Mon., Wed. Sat.	Daily	-Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily					
Ar 11.10am	Ar 10.00am	Ar 5.30pm	Ar 3.30pm	Ar 11.00am	Ar 7.30am	.....VANCOUVER.....	VN	58.1	R O DN WC O PK	Ar 11.10am	Ar 3.45pm		Ar 4.40pm	Ar 5.10pm	Ar 11.55pm
10.55	9.45	5.16	f 3.12	10.44	f 7.07	.....STILL CREEK.....		55.4	P	10.55	f 3.25		4.25	4.65	11.30
10.51	9.41	5.11	f 3.07	10.38	f 7.02	.....ARDLEY.....		53.1	P	10.50	f 3.18		4.15	4.45	11.15
10.46	9.36	5.05	f 2.59	10.30	f 6.55	.....BURNABY.....		50.9	P	10.43	* 3.10		4.05	4.35	11.00
10.40	9.31	4.58	2.47	10.19	6.48	.....ENDOT.....		47.7		10.35	3.00		3.55	3.85	10.50
10.38	9.27	4.53	f 2.42	10.14	f 6.44	.....SAPPERTON.....		45.7	W Y PK	10.27	* 2.42		3.45	4.10	10.38
10.33	* 9.24	Lr 4.50pm	* 2.40	Lr 10.12am	* 6.42	.....NEW WESTMINSTER.....	MN	45.0	R DN I PK	10.23	* 2.25		3.25	4.00	Lr 10.20pm
10.24	9.16		2.30		6.35	.....FRASER RIVER JCT.....		44.6		10.15	2.20		3.15	3.65	
10.16	9.08		f 2.20		f 6.25	.....TOWNSEND.....		39.4	P	10.05	2.05		3.07	3.40	
10.08	Lr 9.00pm		* 2.10		* 6.12	.....COLEBROOK.....	G	34.0	R DN W Y P	Lr 9.55am	Lr 1.50pm		2.35	Lr 3.25pm	
10.00			f 2.02		f 6.00	.....CRESCENT.....		30.4					2.10		
* 9.30			* 1.38		* 5.35	.....WHITE ROCK.....	WR	25.6	DN P				1.35		
						.....INTERNATIONAL BOUNDARY.....		22.6							
* 9.22			* 1.16		* 5.15	.....BLAINE.....	BN	22.1	R DN W T P			Ar 10.25am			
* 9.06			* 12.55		* 4.54	.....CUSTER.....	CU	14.5	D P			10.05	10.55		
f 8.59			f 12.47		f 4.46	.....ENTERPRISE.....		11.9				9.40	10.20		
* 8.55			* 12.42		* 4.40	.....FERNDALE.....	FD	9.0	D P						
f 8.47			f 12.35		4.29	.....BRENNAN.....		6.8							
Lr 8.35pm			Lr 12.20pm		Lr 4.15am	.....BELLINGHAM.....	HM	0.0	R O DN WC T PK			Lr 9.00am	Lr 9.30am		
Daily	Daily	Mon., Wed., Sat.	Daily	Daily	Daily					Daily Ex. Sunday	Tue., Thur., and Sat.	Daily	Daily Ex. Sunday	Daily	Daily	
358	362	102	360	98	356					398	386	712	720	740	104	
2.35 22.5	1.00 24.1	.40 20.9	2.10 18.3	.48 17.5	2.15 17.8	Time Over District Average Speed Per Hour				1.15 18.4	1.55 12.7	1.25 15.8	7.0 8.4	1.45 13.8	1.35 7.3	

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	Length	Car Capacity
Maddough-Shaw Spur	0.7 Miles north of Ardley	South	.....	5
Ardley Power Spur	0.3 Miles north of Ardley	South	.....	9
Wolfe Spur	0.5 Miles north of Burnaby	North	.....	4
Mill No. 2 Spur	0.7 Miles south of Burnaby	South	.....	22
Haight Spur	2.3 Miles north of Sapperton	South	450	8
Bradley and Taylor	1.5 Miles north of Sapperton	South	.....	2
Paper Mill Spur	0.7 Miles north of Sapperton	South	.....	12
St. Mingo Spur	1.0 Mile north of Townsend	North	.....	17
Delta Shingle Co. Spur	0.8 Miles south of Townsend	North	.....	11
Mosher Lumber & Logging Spur	2.2 Miles south of Townsend	South	630	13
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	South	2450	36
Blaine Spur	1.9 Miles south of Blaine	South	.....	.....
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South	.....	9
City Dock Spur (off Passing Tracks)	0.0 Blaine	South	.....	61
North Bluff Mill Spur (off City Dock Spur)	0.0 Blaine	South	.....	8
Bergs Spur (off City Dock Spur)	0.0 Blaine	South	.....	5
Drayton Bay Shingle Spur	400 ft. south of Blaine	North	.....	4
McDonald Spur	1.2 Miles north of Custer	South	.....	2
Enterprise Spur	0.7 Miles north of Enterprise	South	.....	3
Sand Pit Spur	0.8 Miles south of Enterprise	South	.....	13
Milk Spur	0.5 Miles south of Ferndale	South	.....	10
Marietta Spur	3.3 Miles north of Bellingham	South	.....	2

New Westminster Interlocking System.—Signal tower is located 4600 feet north of north end of Fraser River bridge. This apparatus controls the crossing of the C. P. Ry., also switches leading to and from the Fraser River Bridge tracks and New Westminster. South derail is 1600 feet south of tower.

North derail is 625 feet north of tower. Northward home signal is located to the left of the track and is 1555 feet south of tower. Southward home signal is located 675 feet north of the tower. Distant signals are located 1200 feet north and south of home signals. This plant has two advance home signals governing train movements over switches at north and south end of plant. North of plant this signal is located to the left of the track top arm for main line, lower arm for diverging track leading to Fraser Mills. South of plant top arm for main line, lower arm for track leading to water front and freight house.

Interlocking plants are in use on bridges 69 and 70 between Crescent and Colebrook. Home signals and derrails are located 500 feet north and south of both bridges. The caution fixed signals are located 3000 feet from home signals.

Interlocking system used on bridge 64, 1,000 feet south of Ferndale. Derrails located 55 feet in advance of home signals.

Interlocking plant at Ardley, B. C., governing movement of G. N. Ry., trains and B. C., Electric Railway Company trains: Northward home signal is located 558 feet from crossing. Derail is 58 feet ahead of signal. Northward distant signal is located 2000 feet from home signal. Southward home signal is located 558 feet from crossing and has two arms. Derail is 58 feet ahead of signal. Southward distant signal is located 2000 feet from home signal.

Burrard Inlet Interlocking plant crosses the C. P. Ry. and B. C. Electric Ry. at Burrard Inlet, Vancouver. South derail is located 200 feet south of B. C. Electric crossing. North derrails are located 200 feet north of C. P. Ry. crossing. Northward home signal is 258 feet south of B. C. Electric crossing. Southward home signal is 210 feet north of C. P. Ry. crossing. No distant signals at this plant.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Side Tracks		Time Table No. 96		SIGNS		FIRST CLASS		SECOND CLASS		THIRD CLASS	
723		377		289		279		Effective May 12, 1918		See Rule 4, Page 11.		290		280		724	
Mdn. Freight		Mixed		Passenger		Passenger		STATIONS				Passenger		Passenger		Mdn. Freight	
Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily						Daily		Daily		Daily Ex. Sunday	
Le 6.30am				Le 7.34	Le 9.40am	30		.....ROCKPORT.....	RK	85.7	R D Y W	Ar 1.30pm	Ar 9.30pm				Ar 4.40pm
6.50				f 5.00	f 9.53	16	5.8	.....FABER.....		47.9		f 1.12	f 9.20				4.10
7.25				* 5.10	*10.03	88	9.1	.....CONCRETE.....	BA	44.6	D	* 1.00	* 9.12				3.30
7.50				f 5.14	f10.06	39	76	.....GRASSMERE.....		43.5	W	f12.50	f 9.04				2.40
8.20				* 5.26	*10.17	41	15.5	.....BIRDSVIEW.....		38.2		*12.38	* 8.52				2.15
8.50				* 5.38	*10.28	25	9	.....HAMILTON.....	H	33.1	D W	*12.25	* 8.40				1.40
9.15				* 5.48	*10.37	35	23.9	.....LYMAN.....	MY	30.8		*12.15pm	* 8.31				1.10
9.35				f 6.00	f10.47	21	29.2	.....COKEDALE JUNCTION.....		24.5		f11.58	f 8.19				12.40
10.00		Le 9.15am		* 6.11	*10.57	43	63	.....SEDRO-WOOLLEY.....	SW	21.3	D R K	*11.50	* 8.11	Ar 8.30am			12.25
				f 6.17	f11.02		54.7	.....STERLING.....		19.0		f11.38	f 8.02				
Ar 10.25am		9.35 ²⁰⁰ 10.25		* 6.29 ²⁸⁰	*11.10 ²⁹⁰	63	225	.....BURLINGTON.....	BU	16.5	R DN CO WYX	11.28 ²⁷⁰ 11.27	7.55 ²⁸⁰ 7.50	8.10		Ar 12.01pm	
				* 8.03	*11.38	16	40.0	.....AVON.....		12.7		*10.45	* 5.39	* 7.35			
				f 8.10	f11.45	7	42.6	.....FREDONIA.....		11.1		f10.40	f 5.32	f 7.27			
				* 8.17	*11.52	17	44.1	.....WHITNEY.....		9.6		*10.35	* 5.25	* 7.20			
							46.3	.....DRAW BRIDGE.....		7.4							
				f 8.33	f12.08pm	3	49.6	.....PIDALGO.....		4.1		f10.21	f 5.11	f 7.00			
		Ar 12.05pm		Ar 8.45pm	Ar 12.20pm	235	55.7	.....ANACORTES.....	AC		R D T W	Le 10.10am	Le 5.00pm	Le 6.45am			
Daily Ex. Sunday		Daily Ex. Sunday		Daily	Daily							Daily	Daily	Daily Ex. Sunday			Daily Ex. Sunday
723		377		289	279							290	280	378			724
3.55 9.5		2.50 6.7		4.00 13.4	2.40 20.2							3.20 10.1	4.35 11.7	1.45 10.8			4.20 8.0
								Times Over District									
								Average Speed Per Hour									

Special Rules.

Westward trains are superior to eastward trains of the same class.

Bulletin boards are located at Anacortes, Burlington and Rockport.

Maximum rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour.

All trains will not exceed speed of 25 miles per hour on all curves of 8 degrees and over.

All trains will reduce speed to 15 miles per hour over draw bridges.

First class trains will stop on flag at Fidalgo Mill Spur, Summitt Park, Fox Spur, Duncan Spur, Childs Spur, Minkler, Superior Ave., East Side, Van Horn and Sauk.

Normal position of gates at crossing third and fourth districts at Burlington, will be against fourth district trains.

Normal position of gates at crossing Puget Sound and Baker River Railway two miles east of Burlington will be clear for Great Northern trains. Not necessary to stop when gates are clear and set against P. S. & B. R. Ry.

Interlocking Plant one half mile west of Sedro-Woolley at crossing of Pacific Northwest Traction Company. Distant signals are located 2000 feet east and west of crossing and have one arm showing caution. Home signals are located 208 feet east and west of crossing. Derails are located 58 feet inside of Home Signals.

Interlocking Plant just west of Burlington at crossing of Pacific Northwest Traction Company eastward distant signal is located 2000 feet west of crossing, has one arm showing caution. Home signals are located 55 feet each way from crossing. Derails are located 5 feet inside of home signals. There is no distant signal for westward trains.

INITIAL STATIONS.

Anacortes, for trains Nos. 290, 280 and 378.

Rockport, for trains Nos. 279, 289 and 723.

Burlington, for train No. 724.

Sedro-Woolley, for train No. 377.

TERMINAL STATIONS.

Anacortes, for trains Nos. 279, 289 and 377.

Rockport, for trains Nos. 280, 290 and 724.

Burlington, for train No. 723.

Sedro-Woolley, for train No. 378.

Yard limit boards are located at Anacortes, Burlington and Sedro-Woolley.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Briscoe Spur	1.8 Miles west of Rockport	West	.....	14
Bank Spur	2.0 Miles west of Rockport	West	.....	7
Cowden's Spur	5.2 Miles west of Rockport	East	.....	9
Van Horn's Spur	0.5 Miles west of Faber	West	.....	16
Washington Port Cement Co.	0.7 Miles east of Concrete	West	.....	30
Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	East	.....	28
Burpee Shingle Spur	0.4 Miles west of Grassmere	West	.....	5
Anna Shingle Spur	2.0 Miles west of Grassmere	West	.....	2
Kirby Spur	0.4 Miles east of Birdsview	West	.....	25
Skagit River Log Spur	1.0 Miles west of Hamilton	East	.....	60
L. L. Spur	0.2 Miles west of Hamilton	West	.....	10
Hop Ranch Spur	0.8 Miles east of Lyman	West	.....	3
Skagit Mill Co. Spur	Lyman	West	.....	22
Minkler's Mill	3.0 Miles east of Cokedale Jet	Both Ends	.....	7
Green Mill Spur	2.3 Miles east of Woolley	Both Ends	.....	22
Sound Iron Spur	Woolley	West	.....	7
Hobbrook's Spur	0.4 Miles west of Woolley	West	.....	8
Burlington Mill Spur	0.8 Miles west of Burlington	West	.....	6
Fox Spur	0.7 Miles east of Fredonia	East	.....	6
Callahan-Abbott Spur	Fredonia	West	.....	6
Gravel Pit Spur	5.0 Miles east of Anacortes	West	.....	11
Fidalgo Island Shingle Co. Spur	4.8 Miles east of Anacortes	East	.....	2
Log Highway	2.7 Miles east of Anacortes	Both Ends	.....	21
Fidalgo Mill Spur	2.1 Miles east of Anacortes	East	.....	4

WESTWARD.

FIFTH DISTRICT—SUMAS TO GUICHON.

EASTWARD. 11

THIRD CLASS		SECOND CLASS.				FIRST CLASS	Capacity of Side Tracks	Distance from Sumas	Time Table No. 96. Effective May 12, 1918		Telegraph Code	Distance from Abbotsford	SIGNS. See Rule, 8 Page 18.	FIRST CLASS	SECOND CLASS.				THIRD CLASS
737	395	381	393	383	281	282			396	384				382	394	738			
N. P. 675 Mdes. Freight	Mixed	Mixed	Mixed	Mixed	N. P. 441 Passenger	N. P. 442 Passenger	Mixed	Mixed	Mixed	Mixed	N. P. 678 Mdes. Freight								
Daily Ex. Sunday	Daily Ex. Sunday	Mon. Wed., Fri.	Daily Ex. Sunday	Tue., Thur., Sat.	Daily	Daily	Daily Ex. Sunday	Mon. Wed., Fri.	Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Sunday								
Lr 1:00h		Lr 11:45am		Lr 10:25am	Lr 7:20h		0.0	.....	SUMAS, WASH.....	SU	46.5	R D W C	Ar 12:50h		Ar 11:35am	Ar 10:15am		Ar 11:20h	
							0.0	.....	INTERNATIONAL BOUND'RY		46.5								
1:01		11:46		10:26	7:21	26	3	0.1	.....	HUNTINGDON.....		46.4	W	12:48		11:30	10:13		11:16
1:30		Ar 11:55am		* 10:40	* 7:40	27	31	3.6	.....	ABBOTSFORD.....	FB	42.9	R D W	* 12:40	* 11:20	Lr 10:05am			11:06
1:45				* 11:05	7:51		7	8.1	.....	PINGROVE.....		38.4		12:27	* 11:00				10:46
2:00				* 11:35	* 8:04	22	31	12.7	.....	ALDERGROVE.....		38.8	D	* 12:14	* 10:46				10:30
2:15				* 12:03h	f 8:13	26		16.9	.....	OTTER.....		29.6	f 12:03h	* 10:20					10:10
2:30				* 12:40	8:25	21	18	21.6	.....	LINCOLN.....		24.9	W	11:50	* 10:05				9:55
2:55	Lr 4:20h	Lr 9:25am	* 1:15	* 8:43	8:43	24	28	29.4	.....	CLOVERDALE.....	CL	17.1	R D Y	* 11:32	Ar 8:25am	* 9:25		Ar 3:40h	9:30
3:10	f 4:30		9:35	1:30	8:53	4	33.4	4	.....	ALLUVIA.....		13.1		11:22	* 8:10	9:13		3:30	9:10
3:15	f 4:35		9:40	1:35	8:57	4	34.9	4	.....	SOUTHPORT.....		11.8		11:18	f 8:05	9:06		3:25	9:05
3:19	4:40		9:44	1:39	8:59		35.9	0	.....	COLEBROOK JCT.....		10.6	Y	11:16	8:00	9:01		3:21	9:01
Ar 3:20h	* 4:55	Ar 9:45am	Ar 1:40h	Ar 9:00h	9:00h	28	58	35.9	.....	COLEBROOK.....	G	10.6	R DN W	Lr 11:15am	* 7:55	Lr 9:00am		Lr 3:20h	Lr 9:00h
	5:00							36.7	.....	GUICHON LINE JCT.....		9.8			7:45				
	f 5:25							42.7	.....	INVERHOLM.....		3.8		f 7:15					
	f 5:35							45.1	.....	LADNER.....		1.4		f 7:05					
	Ar 5:45h							46.5	.....	GUICHON.....		0.0	R Y	Lr 7:00am					
737	395	381	393	383	281								282	396	384	382	394		738
2:20 15.4	1:25 12.1	1:10 21.9	1:30 19.7	1:15 11.1	1:40 21.0				Time Over District Average Speed Per Hour				1:35 22.5	1:25 12.1	2:35 14.0	1:10 21.9	1:20 19.7		2:20 15.4

Special Rules.

Westward trains are superior to eastward trains of the same class.

Maximum rate of speed for passenger trains between Guichon and Cloverdale, 25 miles per hour, between Cloverdale and Sumas 30 miles per hour.

Maximum rate of speed for freight trains between Guichon and Cloverdale, 15 miles per hour, Cloverdale and Sumas 20 miles per hour.

All trains will reduce speed to 25 miles per hour on curves of 8 degrees and over.

All trains will reduce speed to 15 miles per hour over draw bridges.

The normal position of switches at Colebrook Junction, Guichon Line Junction are for main line.

All trains Fifth District will protect against all Third District trains between Colebrook Jct. and Guichon Line Jct.

INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 2,500 feet from crossing. Home signal is located 75 feet from crossing. Home signal on south side is located 15 feet from crossing and distant signal 1,500 feet from crossing. Derails are placed five feet inside each home signal.

INITIAL STATIONS.

Guichon, for train No. 396.

Colebrook, for trains Nos. 282, 384, 394 and 738.

Cloverdale, for trains Nos. 393 and 395.

Sumas, for trains Nos. 281, 383, 381 and 737.

Abbotsford, for train No. 882.

TERMINAL STATIONS.

Guichon, for train No. 395.

Colebrook, for trains Nos. 281, 383, 393 and 737.

Cloverdale, for trains Nos. 395 and 394.

Sumas, for trains Nos. 282, 384, 382 and 738.

Abbotsford, for train No. 381.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Guichon Slip Spur.....	0.1 Miles east of Guichon.....	East	3
Gowdy Road Spur.....	1.5 Miles east of Ladner.....	West	5
Patterson's Spur.....	1.9 Miles east of Inverholm.....	West	7
Smith Road Spur.....	2.0 Miles east of Inverholm.....	Both	5
Matthew Road Spur.....	3.0 Miles east of Inverholm.....	Both	5
Embroe Road Spur.....	2.0 Miles west of Colebrook.....	Both	5
Oliver Road Spur.....	1.7 Miles west of Colebrook.....	West	5
Gravel Pit Spur.....	0.7 Miles east of Alluvia.....	West	9
Surrey Spur.....	1.1 Miles west of Cloverdale.....	West	3
Ferris Lbr. Co. Spur.....	1.4 Miles west of Lincoln.....	West	15
Lincoln Lbr. Co. Spur.....	1.0 Miles east of Lincoln.....	West	30
Clark's Spur.....	1.0 Miles west of Otter.....	West	2
Otter Shingle Co. Spur.....	at Otter.....	East	16
Aldergrove Lbr. Co. Spur.....	at Aldergrove.....	East	20
Singer Mill No. 2.....	1.0 Miles east of Aldergrove.....	West	4
Flah Trap Pit.....	1.5 Miles west of Pingrove.....	West	40
Pingrove Lbr. Co. Spur.....	0.8 Miles east of Pingrove.....	West	10
Abbotsford Timber Spur.....	0.8 Miles west of Abbotsford.....	East	4

SECOND CLASS			Capacity of Side Tracks	Distance from Port Kells.	Time Table No. 96 Effective May 12, 1918.			SIGNALS	SECOND CLASS		
389	399	379			STATIONS	380	400		392		
Mixed Tue., Thur. and Sat.	Mixed Tue., Thur. and Sat.	Mixed Wednesday	Other Tracks Passing Tracks		1.0 PORT KELLS	CL	11.8	See Rule 5, page 18.	Mixed Wednesday	Mixed Tue., Thur. and Sat.	Mixed Tue., Thur. and Sat.
Lv 3.40 ^h	Lv 8.30 ^h	Ar 9.15 ^h		6.2 CLOVERDALE					Ar 8.30 ^h	Ar 9.15 ^h	Ar 4.20 ^h
Ar 4.00 ^h	Ar 8.50 ^h			8.1 HAZELMERE					Lv 8.55 ^h	Lv 4.00 ^h	
Tue., Thur. and Sat.	Tue., Thur. and Sat.	Wednesday							Wednesday	Tue., Thur. and Sat.	Tue., Thur. and Sat.
389	399	379							380	400	392
20 15.5	20 15.5	20 18.8							20 18.8	20 15.5	20 15.5
Time Over District Average Speed Per Hour											

Special Rules.
Southward trains are superior to northward trains of the same class.
Maximum speed for passenger trains between Port Kells and Hazelmerne 20 miles per hour and for freight trains 15 miles per hour.
All trains reduce speed to 15 miles per hour over draw bridges.

INITIAL STATIONS.
Port Kells, for train No. 379.
Cloverdale, for trains Nos. 399, 380 and 389.
Hazelmerne, for trains Nos. 400 and 392.

TERMINAL STATIONS.
Cloverdale, for trains Nos. 400, 379 and 392.
Hazelmerne, for trains Nos. 399 and 389.
Port Kells, for train No. 380.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Great Western Shingle Co.	0.5 Miles south of Port Kells	North	7
McNair Spur	2.0 Miles north of Cloverdale	South	2
David Bell Co. Spur	1.5 Miles north of Cloverdale	South	25
Campbell River Lbr. Co.	1.2 Miles north of Hazelmerne	North	3
Blaine Shingle Co. Spur	Leads off Campbell River Lbr. Spur	North	100
Walker Spur	1.2 Miles north of Hazelmerne	South	4
Washington Mill Co. Spur	2.0 Miles south of Hazelmerne	North	4

Special Rules.
Westward trains are superior to eastward trains of the same class.
Maximum rate of speed for passenger trains between Abbotsford and Cannon, 20 miles per hour, freight trains 15 miles per hour.
All trains reduce speed to 15 miles per hour over draw bridges.
Normal position switch Abbotsford Junction is for fifth district.
All trains seventh district will protect against all trains fifth district between Abbotsford and Junction one half mile east of Abbotsford.

INITIAL STATIONS.
Hope, for train No. 387.
Abbotsford, for train No. 388.

TERMINAL STATIONS.
Hope, for train No. 388.
Abbotsford, for train No. 387.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Kilgard Brick Spur	at Kilgard	West	12

SECOND CLASS			Capacity of Side Tracks	Distance from Hope	Time Table No. 96 Effective May 12, 1918.			SIGNALS	SECOND CLASS		
387					STATIONS	388					
Mixed Tue., Thur. and Sat.			Other Tracks Passing Tracks		0.0 HOPE	H	61.3	See Rule 5, Page 18.	Mixed Mon., Wed. and Fri.		
Lv 7.20 ^h				36.6 CANNOR	CR	14.7			Ar 4.00 ^h		
				9.7 KILGARD							
				5.0 ABBOTSFORD	FB	0.0	R D W		Lv 12.05 ^h		
Tue., Thur. and Sat.									Mon., Wed. and Fri.		
387									388		
2.40 19.2									3.55 12.2		
Time Over District Average Speed Per Hour											

Trains between Hope and Cannon will use Can. Nor. Pac. Ry. track, their time table and instructions.

SPECIAL RULES.

REFERENCE MARKS

1. Car capacity of passing tracks based on 42 feet to the car inside of clearance points, and does not allow for engines and cabooses.

2. In addition to signs provided in Rule 7, Book of Rules, the following signs in column headed "signs."

P—Dispatchers' telephone, accessible at all times.

I—Interlocked.

K—Connection with foreign road.

*—Standard clock.

DERAIL SWITCHES

Chiwaukum House track.
Cascade Tunnel, east passing track lead.
Tye, west end industry track, and at west end No. 3 track outside shed, and west end No. 1 track.
Cores, west end industry.
Scenic, industry track.
Alpine, industry track and mill spur.
Grotto, industry track and mill spur.
Skykomish house track.

Index, industry track.
Reiter, west end industry track.
Pacific Avenue, Brewery spur, Frye-Bruhn spur.
Everett, power house spur.
Skagit Crossing, English Log spur.
Mt. Vernon, Pacific Northwest Traction Co. transfer.
Bellingham B. & N. transfer.
Ardley, power house transfer.
Ferndale, industry track.
Abbotsford, east end of passing track.

PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should be at once secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.

5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.

9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Room 124 Great Northern Building, St. Paul.
Boeckman and Boeckman, Ophthalmic Surgeons, 642 Lowry Building, St. Paul.
Leavenworth.....DR. G. W. HOXSEY.
Index.....DR. O. R. VOSS.
Sultan.....DR. O. R. VOSS.
Monroe.....DR. H. K. STOCKWELL.
Everett.....DR. C. A. MEAD and W. T. FLYNN.
Interbay.....DR. F. A. BOOTH.
Seattle.....DR. J. C. MOORE,
Seattle.....DR. R. W. PERRY, Oculist.

Portland, Ore.....DR. R. C. McDANIELS, 923 Electric Bldg
Vancouver, Wash.....DR. J. T. GUERIN.
Tacoma.....DR. JAMES A. LA GASA.
Burlington.....DR. H. E. CLEVELAND.
Bellingham.....DR. W. A. KIRKPATRICK.
Blaine.....DR. A. A. SUTHERLAND.
New Westminster.....DR. GEO. E. DREW.
Vancouver.....DR. A. S. MONRO.
Anacortes.....DR. H. E. FROST.

TIME INSPECTORS.

Leavenworth.....F. E. CARLQUIST.
Seattle.....J. F. HUNTER.
Burlington.....J. H. CROSSBY.
Everett.....ROBT. ANDERSON
Bellingham.....WILBER GIBBS.
New Westminster, B. C.....W. C. CHAMBERLAIN.

Vancouver, B. C.....PAUL & McDONALD.
Tacoma, Wash.....RICHARD VEATH.
Centralia, Wash.....BEN SALICK.
Portland, Ore.....A. L. FIELD.
Monroe, Wash.....O. E. WILLIAMS
Vancouver, Wash.....COOVERT & CARTER.

Delta—

E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.
C. O. JOHNSON, Dispatcher.
H. L. CAULKINS, Dispatcher.
G. E. WELLIEN, Dispatcher.

C. E. LAMKIN, Dispatcher.
N. WELLIEN, Dispatcher.
D. MOORE, Night Chief Dispatcher.
J. C. DEVERY, Chief Dispatcher.

M. J. WELSH, Trainmaster.
G. J. WEIR, Trainmaster.
T. B. DEGNAN, Superintendent of Terminals.

